

Resolution No.: 17-433
Introduced: May 8, 2012
Adopted: May 24, 2012

**COUNTY COUNCIL
FOR MONTGOMERY COUNTY, MARYLAND**

By: Council President at the Request of the County Executive

SUBJECT: Amendment to the FY11-16 Capital Improvements Program and Supplemental Appropriation #10-S12-CMCG-3 to the FY12 Capital Budget Montgomery County Government Department of General Services Silver Spring Transit Center (No. 509974), \$8,493,000

Background

1. Section 307 of the Montgomery County Charter provides that any supplemental appropriation shall be recommended by the County Executive who shall specify the source of funds to finance it. The Council shall hold a public hearing on each proposed supplemental appropriation after at least one week's notice. A supplemental appropriation that would comply with, avail the County of, or put into effect a grant or a Federal, State or County law or regulation, or one that is approved after January 1 of any fiscal year, requires an affirmative vote of five Councilmembers. A supplemental appropriation for any other purpose that is approved before January 1 of any fiscal year requires an affirmative vote of six Councilmembers. The Council may, in a single action, approve more than one supplemental appropriation. The Executive may disapprove or reduce a supplemental appropriation, and the Council may reapprove the appropriation, as if it were an item in the annual budget.
2. Section 302 of the Montgomery County Charter provides that the Council may amend an approved capital improvements program at any time by an affirmative vote of no fewer than six members of the Council.
3. The County Executive recommends the following capital project appropriation increases:

<u>Project Name</u>	<u>Project Number</u>	<u>Cost Element</u>	<u>Amount</u>	<u>Source of Funds</u>
Silver Spring Transit Center	509974	PDS	\$3,200,000	Federal Aid,
		Construction	<u>\$5,293,000</u>	State Aid,
	TOTAL		\$8,493,000	Contributions, Impact Taxes, and GO Bonds

4. The increase is needed due to direct and delay costs resulting from required changes to the scope. Direct change costs (approximately \$5,293,000) reflect costs related to different soil and utility conditions discovered at the site and scope changes, including unanticipated changes to meet WMATA requirements. The delay costs (approximately \$3,200,000) provide additional funding for nine months of contractor construction management, County and architecture/engineer construction administration, inspections, office rental, Van-Go costs, and maintenance of the Interim Operations Site (IOS). The recommended amendment is consistent with the criteria for amending the CIP because the project is proposed to increase by at least \$2,000,000 from the last adopted CIP.
5. The County Executive recommends an amendment to the FY11-16 Capital Improvements Program and a supplemental appropriation in the amount of \$8,493,000 for Silver Spring Transit Center (No. 509974), and specifies that the source of funds will be Federal Aid, State Aid, Contributions, Impact Taxes, and GO Bonds.
6. Notice of public hearing was given and a public hearing was held on May 24, 2012.

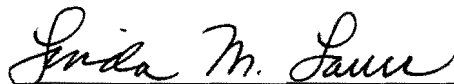
Action

The County Council for Montgomery County, Maryland, approves the following action:

The FY11-16 Capital Improvements Program of the Montgomery County Government is amended as reflected on the attached project description form and a supplemental appropriation is approved as follows:

<u>Project Name</u>	<u>Project Number</u>	<u>Cost Element</u>	<u>Amount</u>	<u>Source of Funds</u>
Silver Spring Transit Center	509974	PDS	\$3,200,000	Federal Aid,
		Construction	<u>\$5,293,000</u>	State Aid,
	TOTAL		\$8,493,000	Contributions, Impact Taxes, and GO Bonds

This is a correct copy of Council action.


 Linda M. Lauer, Clerk of the Council

Silver Spring Transit Center -- No. 509974

Category
Subcategory
Administering Agency
Planning Area

Transportation
Mass Transit
General Services
Silver Spring

Date Last Modified
Required Adequate Public Facility
Relocation Impact
Status

April 27, 2012
No
None.
Under Construction

EXPENDITURE SCHEDULE (\$000)

Cost Element	Total	Thru FY10	Rem. FY10	Total 6 Years	FY11	FY12	FY13	FY14	FY15	FY16	Beyond 6 Years
Planning, Design, and Supervision	20,037	10,164	1,197	8,676	325	6,751	1,600	0	0	0	0
Land	309	161	0	148	56	92	0	0	0	0	0
Site Improvements and Utilities	11,531	129	0	11,402	40	11,362	0	0	0	0	0
Construction	70,295	22,533	13,808	33,954	23,326	6,922	3,706	0	0	0	0
Other	7,285	258	0	7,027	266	6,761	0	0	0	0	0
Total	109,457	33,245	15,005	61,207	24,013	31,888	5,306	0	0	0	0

FUNDING SCHEDULE (\$000)

Contributions	868	0	0	868	0	0	868	0	0	0	0
Federal Aid	53,556	24,131	9,903	19,522	5,879	9,583	4,060	0	0	0	0
G.O. Bonds	31,245	3,258	4,417	23,570	17,136	6,356	78	0	0	0	0
Impact Tax	5,067	0	0	5,067	0	5,067	0	0	0	0	0
Land Sale	4,339	3,747	592	0	0	0	0	0	0	0	0
Mass Transit Fund	93	0	93	0	0	0	0	0	0	0	0
State Aid	14,289	2,109	0	12,180	998	10,882	300	0	0	0	0
Total	109,457	33,245	15,005	61,207	24,013	31,888	5,306	0	0	0	0

DESCRIPTION

This project replaces the existing 30 year old Silver Spring transit facility with a new 3-story, multi-modal transit center that serves as a vital part of the Silver Spring revitalization initiative. Phase I of this project, completed by the State, relocated the MARC facility near the transit center. In Phase II, the eight acre site will be jointly developed to accommodate a transit center and an urban park. Phase III includes coordinated and integrated transit-oriented private development adjacent to the transit center by WMATA. The transit center consists of a pedestrian friendly complex supporting rail (Metrorail and MARC), bus traffic (Ride On and Metrobus, inter-city and various shuttles), and automobile traffic (taxis and kiss-and-ride). Major features include increasing bus capacity by approximately 50 percent (from 23 bus bays to 32), a 3,500 square foot inter-city bus facility, extensive provisions for safe pedestrian and vehicle movement in a weather protected structure. The project also includes a realignment of Colesville Road, a new traffic light at the transit center entrance, connections to MARC platforms, and enhancement of hiker/biker trails. The design allows sufficient space for the future Purple Line transit system and for an interim hiker/biker trail that will be reconstructed as a permanent hiker/biker trail when the Purple Line transit facility is built in the reserved area. The transit center will be accessible from all sides and on all three levels. The project includes Intelligent Transportation System (ITS) improvements including new signage and infrastructure to accommodate future Automatic Vehicle Locator (AVL) systems, real time bus schedule information, centralized bus dispatch, operational controls, and centralized traffic controls. The project will be constructed in two stages: stage one, started Fall 2006, included road work and relocation of bus stops; stage two is the construction of the new transit center and began Fall 2008.

ESTIMATED SCHEDULE

The project is under construction. The estimated completion date of the transit center has been delayed from December 2011 to September 2012. The Gene Lynch Urban Park and decommissioning of the interim operating site (IOS) will be completed in FY13. An FY12 supplemental will be necessary to meet this schedule.

COST CHANGE

Cost change of \$10,611,000 reflects direct and delay costs resulting from required changes to the project scope. Direct change costs (approximately \$7,400,000) reflect costs related to different soil and utility conditions discovered at the site and scope changes, including unanticipated changes to meet WMATA requirements. The delay costs (approximately \$3,200,000) provide additional funding for nine months of contractor construction management, County and architecture/engineer construction administration, inspections, office rental, Van-Go costs, and maintenance of the Interim Operations Site (IOS). These costs do not include remediation of deficient slabs; these costs shall be borne by the construction contractor.

JUSTIFICATION

With over 1,250 bus movements per day, the Silver Spring transit center has the highest bus volume in the Washington metro system. The Silver Spring transit center is a major contributor to the vitality of Silver Spring. There are various existing transit modes at this location although they are poorly organized. Patrons are exposed to inclement weather conditions and interconnectivity between various modes of transportation is poor. There is no provision for future growth and future transit modes. The current facility accommodates approximately 57,000 patrons daily, which is expected to increase by 70 percent to 97,000 by year 2024. The project enhancements will be an urban park and connections to hiker/biker trails. The benefits will be improved pedestrian circulation and safety in a covered facility, and reduced pedestrian conflicts with vehicle movements. All associated trails will be enhanced and new signage will be installed. This project

APPROPRIATION AND EXPENDITURE DATA

Date First Appropriation	FY99	(\$000)
First Cost Estimate		
Current Scope	FY12	109,457
Last FY's Cost Estimate		95,596
Appropriation Request	FY12	3,250
Supplemental Appropriation Request		8,493
Transfer		2,118
Cumulative Appropriation		95,596
Expenditures / Encumbrances		85,262
Unencumbered Balance		10,334
Partial Closeout Thru	FY09	0
New Partial Closeout	FY10	0
Total Partial Closeout		0

COORDINATION

CSX Railroad
Federal Transit Administration
Maryland Transit Administration
State Highway Administration
Maryland-National Capital Park and Planning Commission
Department of Permitting Services
WMATA
Department of Transportation
Department of General Services
Department of Technology Services
Silver Spring Regional Services Center
Department of Police
WSSC
PEPCO

MAP

See Map on Next Page

Silver Spring Transit Center -- No. 509974 (continued)

will complement the completed facility of the relocated MARC station and the bridge over CSX and Metro track.

FISCAL NOTE

The full cost of this project has increased to \$112,049,000 - which includes Federal and State aid in the amount of \$2,592,000 for State of Maryland expenses for planning and supervision (that funding is not reflected in the expenditure and funding schedules of the PDF).

Based on agreements with WMATA, Montgomery County will ultimately receive a share of land sale or lease proceeds and 50 percent reimbursement for sewer and water line relocations related to anticipated nearby private development. The amount and timing of these payments is not certain or known at this time and has not been included in the funding schedule. If developer contributions are received after this project is closed, they will be allocated to other capital projects.

Project reflects transfers from various transportation projects.

OTHER DISCLOSURES

- A pedestrian impact analysis has been completed for this project.
- The Executive asserts that this project conforms to the requirements of relevant local plans, as required by the Maryland Economic Growth, Resource Protection and Planning Act.